REGIMENTAL MUSTER ROLLS BEING MADE OUT.

MUCH ELECTIONEERING FOR THE COLONELCY, WHICH IS NOT VACANT AND CANNOT BE FILLED UNTIL FRANCIS VINTON GREENE RESIGNS.

All the talk about the 71st Regiment, the conduct of its officers and men in the field, the possible Successor to Colonel Downs and the possibility of the disbandment of the command is looked upon with displeasure at the headquarters of the division commander, where it was said that small matters had been exaggerated and too much prominence

had been given to idle gossip.

The muster rolls of the list Regiment are now being made up, and will probably be ready this week. These will contain a complete history of each man who served with the regiment, and will give the date and cause of death of all those who made out on February 23, 1868, and by comparison with that document it will be seen how many of the officers and enlisted men who were at

Greene to Florida and how many went to Cuba. As to the colonelcy of the regiment, all the action taken in that direction thus far is premature, be cause Colonel Greene is still the colonel of the regiment, and no intimation of his resignation has been received at division headquarters. When Colonel Greene's resignation comes to hand it will noticed in general orders by General George Moore Smith, commander of the Fifth Brigade, and an election to fill the vacency in the 71st Regiment will be ordered. Until then all arrangements for filling the place are looked upon as premature by officers who are posted on the subject of proper

When the muster rolls have been completed the 171st Regiment will be mustered out of the service, and the 71st will again become the custodian of the armory which has sheltered both organization the original regiment returned from the front. "It should be remembered," said General Roe cently, "that no officer will be discharged or disnissed from the service, no matter how much is written or said about him, until charges have been preferred against him and substantiated. People have the mistaken idea that a men may be dismissed in disgrace because a lot of people publish slanderous reports about him. That is not so. Charges must be preferred, and no action can be taken against him until the board before whom

they are presented have found them to be true."

The officers of the list Regiment evidently anticipate the early resignation of Colonel Greene, be-cause several meetings have been held for the purpose of selecting a successor, and some officers who believe that the dissatisfaction with the present board of officers is so deep-rooted that it cannot be avercome have looked for a candidate beyond the regiment. At these meetings the prime object seems to have been forgotten, and most of the time has been taken up with the thankless task of correcting history and assigning to the various officers the places which-in the opinion of those taking bart in the meetings-they should occupy in the mands of the Cacan company G was quoted Captain A. J. Bieccker of Company G was quoted restered as saying: 'In my epinion the cause of the present treatness in the first is the general the present treatness in the first is the general property of the property of the property of the he assembly of San Juan Hill on July 1. This

harge made legame. The property of the case of the cas with their commands after the general order to advant a from the Ital had been given.

"This opinion," the Captain is reported as having said, "seems to be generally held by Regular Army efficers, as I have gathered in conversations with a number of them. I make this statement, as I

mind, is good evide

washed, a guardsman said yesterday, the mand will require a new commanding officer, in order to bring it to a proper standard he have to bring about harmony where discord

RAILROAD INTERESTS.

B. AND O. FREIGHT ARRANGEMENTS. WILL CONTINUE TO USE PITTSBURG AND GULF TRACKS.

Baltimore, Nov. 26.-It is understood that the Reorganization Committee of the Baltimore and Ohio Railroad Company has reached an agreement with ex-Senator Calvin S. Brice, who has recently acquired control of the Pittsburg and Western Railway Company, under which the Baltimore and Ohio Railroad Company will continue to use the tracks of the Pittsburg and Western. This arrangement will obviate the necessity of diverting Chicago truffic by way of its Wheeling division Wheeling route is longer than the Pittsburg and Western, but is used for freight nurposes when traffic is heavy upon the other routes. ore and Ohio Railroad Company controlled the more and Onio Railroad Company controlled the Pittsburg and Western prior to the receivership through ownership of a majority of the latter's stock. The Baltimore and Ohlo also guaranteed its obligations. The embarrassment of the barent property forced the Pittsburg and Western into the hands of a receiver, and a few weeks ago Mr. Brice became the dominating factor in the property by acquiring the bonds.

INTEREST REDUCED TO THREE PER CENT. Baltimore, Nov. 26.-Judgis Goff and Morris, in the United States Circuit Court, to-day, in the olidated cases-the Mercantile Trust Cor against the Baltimore and Ohio Railroad Company against the Bastimore and Onto Rahrond Company -signed an amendment to provide for redemption of the receivers' certificates and reduction of in-terest thereon. The receivers have made an ar-rangement with the firm of Speyer & Co., of New-York, to advance the money required to meet the principal of said certificates and to reduce the rate of interest from 6 and 5 per cent, respectively, to 3 per cent.

GREAT NORTHERN MAY REACH VAN-COUVER

Vancouver, B. C., Nov. 26.—The report is revived that the Great Northern Reflway will bridge the Fraser River at New-Westminster and turn a line to Vancouver, connecting with the Westminster Southern, a part of the Hill system. The engineers of the company are now in the city.

NEW CHIEF POSTOFFICE INSPECTOR. Washington, Nov. 28.—The Postmaster-General has appointed W. E. Cochran, now postoffice inspector in charge at Denver, to be chief inspector of the Postoffice Department. He succeeds George B. Hammett, of Ohio, who is assigned to service in the field.

NO WASTE OF WORDS.

EVIDENCE WHICH IS RIGHT TO THE POINT AND RELIABLE.

Judge Frank Ives of District Court of Crookston, Minn. says: For some time I have used Stuart's Dyspepsia Tablets with seeming great benefit; with few exceptions, I have not been so free from indigestion in twenty-five years.

George W. Roosevelt, U. S. Consul to Brussels, Belgium: Stuart's Dyspepsia Tablets, safe, pleasant to take, convenient to carry, give keen appetite, perfect digestion.

Mr. W. D. Tomiin, mechanical engineer, Duluth, Minn.: One box of Stuart's Lyspepsia Tablets has done its work, and I am again gaining flesh and strength.

O. E. Ransom, Hustonville, Ky: I was distressed and annoyed for two years with throw-

O. E. Ransom, Hustonville, Ky: I was distressed and annoyed for two years with throwing up food, often two or three times a day, had no certainty of retaining a meal if I ateone. Four boxes of the tablets from my druggist have fully cured me. I find them pleasant to take, convenient to carry.

Rev. G. D. Brown, Mondovil, Wis: The effects of Stuart's Dyspepsia Tablets is simply marvellous; a quite hearty dinner of broiled beefsteak causes no distress since I begun their use. Over six thousand people in the State of Michigan alone in 1894 were cured of stomach troubles by Stuart's Dyspepsia Tablets.

troubles by Stuart's Dyspepsia Tablets.
Full sized packages may be found at all druggists at 50 cents, or sent by mail on receipt of price from F. A. Stuart Co., Marshall Mich. Send for it lie book on stomach diseases,

EACH SUBSCRIBER'S STATION in the system of the New York Telephone Company is provided with the best telephone

equipment known to the art. The quality of the service is the same for all. The Rates vary only with the amount of use of the Service. This makes the cost of telephone service

STABLES very moderate. NEW YORK TELEPHONE CO. 15 Dey St., 952 Broadway, 115 W. 38th St.

at RESIDENCES and PRIVATE

SOME RECENT GIFT BOOKS.

A LIST OF PUBLICATIONS PREPARED FOR THE HOLIDAYS.

Those prospective purchasers of gift books for the holiday season who are in quest of literary nevelties that will form suitable additions to one's library, as well as turn the reader's attention to fresh and entertaining thomes, may find it of Dodd, Mead & Co., No. 149 Fifth-ave.

on book production show an increase of only 19 per cent in the last ten years. Yet this was revealed | the present, Governor's staff retires from office. in the chapter on book production of the United States in "The Bookman's Year Book," when the to the following staff officers: Brigadier-General question of the development of the publishing busi- Marshall O. Terry, Surgeon-General; Brigadierness was brought up in the office of a member of General Benjamin Flagler, Chief of Ordnance; the firm of Dodd, Mend & Co., only a few years Brigadier-General Howard Carroll, Chief of Artilago. It was shown that the number of books pub-lished in 1897 was 4.928, as compared with 5.708 in sary-General of Subsistence; Brigadier-General Ed-1886, 5,484 in 1896, and 4,484 in 1896. In 1896 there was a greater number than in 1894, the figures being 5,134; there were 4,832 published in 1892 and 4,665 in Riffe Practice; Brigadier-General Stillman F. Kneewas 4.67, as compared with 4.428 in 1897, showing Warren M. Healey, Paymaster-Genetal, and Brigonly the small increase of 10 per cent.

"It is evident," said the one who had uncarthed business, as measured by the number of books is

When the question was raised as to whether the publication of a story in serial form in a newspaper or magazine in any way hurt the sale of the book, the answer was that in most cases the publication was more beneficial than otherwise. This has been borne out in the cases of several books which premise to be popular in the holidays. Gratifying sales have been made already, and it is believed they will be close to the top of the list of fifty successes which are included in the Christmas

"The Forest of Arden," by Hamilton W. Mable, with illustrations by Will H. Low, has been so suc-cessful that the publishers have decided to issue it independently of "Under the Trees and Elsewhere,"

of which it really forms a part.

The series of articles on American bookmen which had been appearing in "The Bookman" have been gathered into a volume by the author. M. A. De Wolfe Howe, the book containing steries of the life, work and peculiarities of Washington. M. A. De Wolfe Howe, the book containing stories of the life, work and peculiarities of Washington Irving, James Fenimore Cooper, William Cullen Bryant, Edgar Allan Poe, Wills, Halleck and Drake, the historians Prescott and Parkman, Emerson, Nathaniel Hawthorne, Walt Whitnan, Lowell, Whitter, Longfellow and Holmes, Esther Singleton has translated from the French The Music Dramas of Richard Wagner, by Albert Lavignac, professor of harmony at the Paris Conservatory. An account is given of Wagner's festival theatte at Bayreuth, with a large number of illustrations, and more than two hundred examples of music.

occasionally appeared in the periodicals, and which have been entirely unlike his Scotch sketches which formed the "Bonnie Briar Bush" series. It is entitled "Afterwards." and the scenes are wholly English, with no appearance of Scotch dialect in them. The other important stories of fiction are "Tattle Tales of Little Cupid." by Paul Lelesster Ford: "The Second Thoughts of an Idle Fellow," by Jerome K. Jerome: "Aylwin," by Theodore Watts-Dunton; "The Uncalled." by Paul Laurence Dunbiar, and "John Splendid," by Neil Munroe.

Among the juvenile books are "A Little Girl in Old Boston," by Amanda Douglas, "Witch Winnie in Spain," by Elizabeth W. Champney, and "Eisie on the Hudson," by Martha Pinley.

ARMY AND NAUY ORDERS.

ARMY.

WALTER KIRKPATRICK BRICE, &d gineers, is honorably discharged, to take Volunteer Engineers, is effect January 1, 1899 Acting Assistant Surgeon RALPH L. TAYLOR will pro-

Cape for out.

Major HENRY PAGE, commissary of subsistence is assumed to daty as depot commissary at Puerto Principe, Cuba. He will make six journe's each mouth from Nuevitas to Puerto Principe in connection with the Subsistence Department.

the Subsistence Department.

Capain IRA MACKUTT, Ordnance Department, with make six visits to the works of the Taylor Iron and Steel Company, Highbridge, N. J., to Inspect projectiles.

The images October 21 1898, of Second Lieutenant CONBAD S. BARGOCK, to the 1st Cavairy, Troon C, with rank in the cavairy arm from September 27, is amounted.

First Lieu nant B. C. Woodalda, ist North Carolina Infantry, is honorably discharged, to take effect De-cember L. First Lieuterant JOHN M. SIGWORTH, 9th Infantry, is detailed as recorder of the Examining Board to neet at Madison Barracke, New-York, vice First Lieuten-ant Joseph Presier, 9th Infantry.

First Lieutenant DAVID I BAKER, Jr., 12th Infantry will proceed to Fort Elley Kansas, and join his com-

Lieutenant Colonel HENRY D. BORLP is relieved from duty as chief ordnance lefficer at Santiag, de Cuba and will proceed to this city for duty. NAVY.

Civi, Engineer A. G. MENOCAL, retired, who some time are was constrained and sentenced to be suspended from winty on furlough pay for a period fince years, has been detuched from duty in connection with the Nicaraguan Canal Commission and ordered to proceed to San Juan de Porto Rico. He is directed to make recommendation regarding necessary repairs and the construction of new buildings in connection with the naval station at that port.

Paymaster C. W. LITTLEFIELD has been assigned to additional duty as pay officer at the naval station near New-London, Conn. The following officers were honorably discharged November 20: Lieutenant C. W. HAZELTINE and Passed Assistant Engineer M. A. CHAMHERS.

AN ICE-BREAKING STEAMER.

From Engineering.

power of these four sets of machiners will be 1000 horse-power.

There is accommedation for 20 first-class passengers, 10 second-class, and 30 third-class passengers, besides that for the extrain, officers, engineers and crew of the vessel. There is amne capacity for cargo, so that the vessel, it addition to convoying merchant vessels through the ice, is herself expablic of carrying a heavy cargo. The stern of the ice-breaker is cut to form a recess, into which the stem of another vessel can be securely lashed, and thus obtain the utmost protection from her powerful consort.

Admira, Makaroff has also in view the possibility of augmenting the herbreaking capabilities of this vessel by having the assistance of a second vessel pushing her, as to which he has already made experiments.

NEW CODE METHODS.

GENERAL ROE SAYS THAT THE OPERA-TION WILL CAUSE NO TROUBLE.

THE PLACES OF NINE BRIGADIER-GENERALS WILL BECOME VACANT ON JANUARY 1 AND WILL NOT BE FILLED-OTHER RE-FORMS WILL FOLLOW.

There has been much discussion lately in National Guard circles as to the operation of the new military code, and it has been asserted by some authorities that the abolition of the various staff departments will cause no end of trouble, and have the disadvantage of removing from Albany the officers on whom the Commander-in-Chief must de-pend for information touching military matters. General Roe says, however, that there will be no to revision or amendment on that score.

The Adjutant-General, according to the new law, will have three assistants, two of the grade of colonel and one of the grade of lieutenantand one military storekeeper of the grade of cap twelve, and as many laborers as may be required from time to time. These officers will attend to all office business; the storekeeper and disbursing officers will be required to give bonds. All purchases will be made through the Adjutant-General's department, and all disbursements will be ordered by that officer, while all matters of a military nature will be administered by the Major-General and through his staff. General Roe, who was ap After looking over their list of new books one is pointed under the new law, has already made his inclined to doubt the statement that the statistics plans for the conduct of the various departments,

In 1887, ten yes, a ago, the total production land, Judge-Advocate-General; Brigadier-General adjer-General William H. Hughes, Quartermaster-

The duties which have been performed heretofore the figures, "that the growth of the publishing business, as measured by the number of books is sued, has not been by any means equal to the development of the country in other respects. These figures also seem to point to a cause outside the general conditions, which has retarded the progress of the publishing business. I believe one teason may be found in the increase of the circulation of periodicals. Within the last ten years the circulation of the monthly magazine has increased from a quarter of a million to at least ten times that number."

"Do you regard the development of the Sunday newspaper as one of the causes?"

"Yes, I think the development of the Sunday newspaper has had considerable to do with retarding the production of the book-publishing business. It is a question to me whether these facts do not account for the decline of the bookatore, which is so painfully apparent throughout the country, and I often wonder if it is not a serious thing that the American Nation is becoming a reader of newspapers rather than of books."

When the question was raised as to whether the by these officers will devolve on the members of

outh or two. By the order reverting all officers the volunteer army to the ranks which they held the National Guard no tavoritism comes from a head of the Guard. If any man by his conduct the campaign has won distinction and preferant, he will get it in the votes of his regiment, se officers of the National Guard who stayed at me to recruit the provisional regiments are subset to the same reversal of rank, instead of places them on the supernumerary list, makes the oblems of reorganization simple. No man will see what he has won, and the last of the musters twill find the same personnel that there was better the war."

war."
nembers of the staff who are still to be ap-The members of the staff who are sun to be pointed, and who will be called upon to be a important part in the re-established Guard, receive salaries, and will be able to devote motheir time to the duties of their respective office

NO DISORDER IN PORTO RICO.

GENERAL BROOKE AGAIN SAYS THAT RE-PORTS OF DISTURBANCES ARE FALSE.

Washington, Nov. 26.-The War Department has received a second dispatch from General Brooke regarding the reports of disturbances in Porto Rico. It is as follows:

San Juan, Nov. 25. San Juan, Nov. 25.

Adjutant-General, Washington.

Reports of disturbances at points mentioned are unquestionably false. No disturbances have occurred since November 1. Rumors have been investigated and found false. I am fully advised as to conditions. Now and then some one is murdered as the result of personal quarrels, as is the case in the United States, not by armed bands. Have all known or alleged leaders of bandits arrested so far as I can learn, and they will be tried at an early date.

BROOKE. BROOKE. will be tried at an early date.

THE PANTHER SAILS FOR PORTO RICO. Philadeiphia, Nov. 26.-The transport Panther tiled from League Island Navy Yard to-day for San Juan, Porto Rico, where she will be the station ship for the new United States naval station at that port. The Panther is in command of Lieuten-ant Ward. She is expected to reach the Porto Rican station in about a week.

AMERICAN SCHOONER LOST.

Washington, Nov. 26.-The following Army and WRECK OF THE JACOB M. HASKELL AT SAGUA-HAVANA NEWS.

> Havana, Nov. 26.-Advices from Sagua report that the American schooner Jacob M. Haskell ashore on November 23 on the cay known as Blanquizar de Marillanes. Lighters were sent to her assistance from Isabella de Sagua, and they took off fifty tons of coal. The cargo will

be saved, but the schooner will probably be lost. The arrivals here to-day included the Bratten. from Savannah, with a cargo of supplies for the relief of the Cubans; the North Angelia from Philadelphia, with coal; the Mascotte, from Key West, with cargo and passengers; the Madriiene, from Liverpool, and the schooners Louise Haskin and Climax, from Key West, with live

A dispatch from Cardenas says that the entrance to that port is dangerous for large yessels, owing to obstructions, such as boilers and heavy pieces of machinery, which were sunk during the war, having been washed away by the undertow and massed in the channel. The steamer Varadero, the dispatch adds, ran against one of these obstructions a few days ago and her bottom was seriously injured.

DEMOCRATIC LEADERS AT ODDS.

BAILEY AND M'MILLIN VENTING THEIR WRATH UPON EACH OTHER.

Washington, Nov. 26 (Special).-Democratic members of Congress are greatly distressed in mind over the ebullitions of Messrs. Balley and McMillin. The former's deliverances on several occasions and the latter's remarks this morning in a Washington newspaper are the texts of this private criticism. From Engineering.

Messrs W G. Armstrong, Whitworth & Co. Walker-on-Tyne, launched on Saturday afternoon an loe-breaking steamer, said to be the largest in the world, which the firm has built for the Russian Government. The vessel is the pioneer ship of what may be termed pelagic fee-breakers.

The dimensions and appearance of the vessel would suggest a battle-ship, were it not that the bow is cut away and forms an exceedingly long overhang, which serves the double purpose of breaking the ice with which it comes in contact and of protecting the forward propeller. The forward propeller, by disturbing the water under the ice, deprives it of support, and then renders it a comparatively easy task for the heavy vessel to break through it. The principal dimensions are Length, 25 feet, and the corresponding displacement about \$500 tors.

The propelling machinery which has been constructed by the Walkend Slipway and Engineering Company has been divided into four sets, of which three sets are aft, each driving its own propeler, and one set forward The combined power of these four sets of machinery will be losed horse.

There is accommedation for 25 first-class passen.

Mr. McMillin is considered to be wholly indefensible, because his grievances are entirely in the past, and as his scene of public activity after next month is to be in Tennessee's acplital and not that of the United States, it is felt that he night have been in Tennessee's applied and not that the month is to be in Tennessee's acplital and not that of the United States, it is felt that he night have been doubt have been doubt have been indefensible, because his grievances are entirely in the past, and as his scene of public activity after next month is to be in Tennessee's acplital and not that of the United States, it is felt that he night have been doubt have been divided into four sets, of which the constitutional law, but the Tennesseen has included in the past, and as his Mr. McMillin is considered to be wholly indefen-

MINNESOTA'S ANCIENT ROCKS. on The London Globe.

Professor Winchell, of Minneapolis, considers the greenstone of Minneapolis, the oldest known rock, and as representing the original crust of the earth. The lower series of it is purely igneous, the upper or "clastic," series consists of greenstone, more or less allered by heat. Hitherto it has been supposed that the Laurenting greens and the constant of the const

ABOUT SEALSKINS.

Alaska seals caught on the Pribylov Islands in Behring Sea are the best. The pelt is strong, the fur dense, handsome and durable. I am making over to this season's style garments of these skins (London dyed), which I sold ten years ago, and I can with confidence recommend Alaska seal.

Up-to-date Coats, \$200, \$250, and \$300. Muffs, \$20, \$25 and \$30. Capes, Collarettes, etc., in proportion.

NOTE—I could sell Coats of Japan.
Lobus Island and Northwest Coast Seal
for \$100, \$125, and \$150, and Muffs for
\$8, \$12 and \$15, but they do not give satisfaction; they turn red and look shabby
after being worn one or two seasons. I
cannot recommend them, and would
rather lose sales than sell them.

C. C. SHAYNE,

IMPORTER AND WANTFACTURER, 42d St. West, bet. Broadway & 6th Ave.

The firm name is a guarantee of reliability.

LONG-RANGE FORECASTING.

THE TENDENCY OF CERTAIN TYPES OF WEATHER TO PERSIST WHEN ONCE ESTABLISHED.

Probably no more substantial advance has been made in the art of forecasting the weather than that which was foreshadowed and partially achieved by Ralph Abererombie, an amateur devotee of meteorology in England, ten or fifteen years ago. The further development by German scientists of the central idea of Abercrombie's system was the subject of a paper read by Douglas Archibald at the last meeting of the British Association for the Advancement

The plan pursued by all official weather forecasters for the last two or three decades has depended upon the movements of areas of low and high barometric pressure across land and sea in a generally easterly direction. Certain kinds of weather belong to the "lows" and other kinds to the "highs." But a variation from the average route of the storms, or of their frequency, or of their intensity, will make a considerable difference with any given locality.

Abercromble's discovery was that certain comparatively permanent and stationary areas of high pressure over the continents and seas shift their positions somewhat, and undergo alterations in size and steepness, and that these modifications of the general situation have a distinct influence on the paths and behavior of the short-lived, quickly moving highs and lows. Hence a different order of proceedings may be expected when one of these sets of conditions prevails from that which should be anticipated at another time.

The deviation from the normal weather for the season might be slight, but it would often be distinctly recognizable, and would persist for several weeks in succession. Then the permanent highs would undergo a readjustment, and a new type of weather would ensue. That is to say, the low areas, that produce most of the rain and that are apt to pass any given station in this latitude every three or four days, would assume a new habit, becoming wetter or drier, houser or colder, or otherwise departing from the immediate precedent.

Abercrombie identified four of these types in the weather of the British Isles. Subsequently an American meteorologist worked out the changes to which the Pacific Coast was subject, and his analysis and description have been printed. No doubt the same investigation has been made for the Atlantic Coast region, although it does not follow that the results have

got into print. Mr. Archibald told the British Association the other day that Köppen and Bebber, two leading meteorologists in Germany, had distinguished as many as twenty types and sub-types. He exhibited charts, showing the different distribution of pressures that gave rise to these types. When any one type was well established the se of about four days in Northern Europe. Hence one could foresee, with approximate accuracy the probable situation for each day for a period of that length, and also discern the general a week it would be impracticable to say just what the weather would be on a given day; but one could make a shrewd and scientific guess as to the likelihood of its being milder or colder than the season would warrant one in expecting, and whether it would be wetter or drier than usual.

REDUCING THE WEIGHT OF CARS.

EXPERIMENTS MADE ON THE NEW-HAVEN AND

ILLINOIS CENTRAL ROADS. From Cassier's Magazine.

From Cassier's Magazine.

Two of the largest and best equipped tailway systems in the United States are devoting serious attention to the problem of reducing the dead weight of their standard passenger coaches. The New-York New-Haven and Hartford, one of these systems, which practically controls all the ratilways east of New-York and south of Reston, has been giving effect to the impressions made on its president (C. P. Clark during his visit to England two years ago. Mr. Clark said, after his return, that what struck him most favorably about the British tailways was the lightness of the passenger rolling stock as compared with that in the United States. Apparently in accordance with his suggestion F. E. Prait superintension of outlings on the New-Haven Railway, designed a model passenger coach with wrought from fittings instead of cast from with wrought from fittings instead of cast from with two gettings and with lighter doars. This car was put into service in November, 198, and, up to January 1 last, faid run 3581 miles. Compared with the coach of the old pattern which it most mearify replaced it weighted about 2509 counds, as against 35,50, and it is expected that this weight will be further reduced by 250 pounds when the new coach gets aluminum fittings for the sents—a purpose for which that metal seems well adapted—instead of the iron frames used at present. But if the new coach shows itself by actual service to have no drawbacks, it will replace not only the standard New-Haven one of 52,500 pounds, but also numerous others of a larger type weighing 6,000 pounds. This would mean a decrease in weight of more than 29 per cent on the lighter coaches, in other words, five of the new coaches outh the halled with the same coal consumption as four of the old ones in the former case, and eight instead of seven in the latter.

On the Illinois Central system, under the direction of Mr. Renshaw, superintendent of motive power, the process of turning out lighter passenger than a process of turning out lighter passeng

On the Illinois Central system, under the direction of Mr. Renshaw, superintendent of motive powers, the process of turning out lighter passenger conches has been developed on a larger scale, and perhaps in a more practical way for some years past. Most of the old coaches on that system have from one to three rons of old rails placed beneath the floor of the coach, which were put there to check horizontal swaving by lowering the centre of gravity, and consequently to make them smoother riding vehicles for the public. Every time one of these old coaches comes into the shoof or a thorough repair Mr. Reushaw removes this clearly dead weight of old rails. For two or three years past he has also substituted wrought fron for cast from fittings in all the new coaches built under his iron fittings in all the new coaches built under his direction. What is more he finds that the saving in metal mere than covers the additional cost as labor involved in making wrought from fitting. Probably the time is approaching when we shall see mild steel everywhere employed for car fitting as we see it to-day employed in all ship construction. As the relative tensile atroughts of cast from wrought from and steel are, respectively, 25,00 pounds 20,00 pounds and 80,000 pounds per somer inch, this would mean a reduction of more than two-thinds the weight of cast from, and nearly operating the weight of wrought from. The truth is that the vast innerocement in the permanent way of the leading radiaways in the United States during the last jen years has rendered superfluous many of the adventitions aids once necessary for amounts for 1885 and 1885 to find many of the roads, catalogued in 1855 as using rails from 60 to 25 pounds to the yard, now credited with rails of from 90 to 100 pounds. This change permits of the use of lighter standard weight not necessary to keep the cat steady on the superfor track, and of the use of lighter scandings because the wear and tract of the car from joiling is not so great. Parlor and sleeping cars, running, as they do, over roads good and bad, will not be able to take advantage of these facts until the small and impoverished roads are able to the povertished roads are able to the povertished roads are able to the small and impoverished roads are able to the povertished roads are able to bring methods. AFFAIRS AT THE NAVY YARD.

THREE MORE VESSELS AT THE HOME STATION

THE BUFFALO FAILS TO START ON HER LONG VOYAGE-OFFICERS ASSIGNED TO THE CHICAGO.

Even the driving storm of yesterday was not sufficient to keep visitors away from the Navy recognized as having an important hearing on Yard, and the arrival of the Princeton, the speculation, because of the large place in it held hospital ship Solace and the Newport was marked by almost the usual Saturday crowd. affected. It is now fully understood that the The Newport, which came up from the Tompkinsville anchorage, is to go into drydock and have some repairs made, including the placing of three propeller blades. The Princeton is also

in for an overhauling. way of the Suez Canal vesterday, but she is still at the yard. Her engines are not entirely satisfactory as yet, and a further dock trial taken his position. At this time he seems unand will have some new men in her engine- taken. But as all questions have two sides, it the yard, and Assistant Engineer Simonds is would not stand where they do unless it apten is also added to the force for the long the common sense query will occur to any oneare waiting to see what will nappen next.

Rear-Admiral Schley was a welcome visitor at

Admiral Bunce, Captain Cook and other officers, very well without? and was warmly received by every one whom he After advancing to 47%. Atchison preferred met. There is considerable interest attached to reacted about a couple of points, but was up his visit on account of the approaching commis- again yesterday. No one who bought above 47 Brooklyn, as well as the Chicago, is mentioned is bound to see much higher prices than that, European, and the Rear-Admiral is regarded as stock is the very large holdings of it acquired the next station commander to sail from this port. Present indications are that the Brooklyn, Island. The Rock Island road and the Atchison will be sent across the Atlantic, and the smaller occupy nearly identical territory. It is very ship to the South, in which case the Rear-Admiral will take up his old quarters on the big miral will take up his old quarters on the ob-cruiser. The Chicago, which is to go into com-mission on December 1, according to Depart-ment orders, will be commanded by Captain Philip M. Cooper, recently of the Naval Acad-emy, with Lieutenant Charles Colahan as exec-utive officer. Other officers will be Lieutenant W. D. Rose, navigator; Lieutenants W. S. Ben-son, W. Truxton and N. P. Jones; Ensigns P. son, W. Truxton and N. P. Jones: Ensigns Williams and W. H. Buck; Naval Cadets Woods and A. L. Cotton; Chief Engineer A. Dixon, who superintended the placing of t Dixon, who superintended the placing of the ship's engines, will have charge of them, with Passed Assistant Engineer H. O. Stickney and Assistant Engineers W. G. Hawthorne, T. D. Parker and C. G. Bechtold, H. Johnson will be the gunner, C. L. Bennett the carpenter and C. Wouters the boatswain.

Orders have been issued retiring Rear-Admiral Bunce on December 25, but his successor at the Yard has not been named.

Thanksgiving and the storms have almost

at the Yard has not been named.

Thanksgiving and the storms have almost stopped outside work on the various improvements and buildings in the yard, and the condition of the unpaved portlons of the reservation is something appalling to the person accustomed to paved streets, even if they are muddy. Around the heads of the two big drydecks is a quagragine all the way from two inches docks is a quagmire all the way from two inches to a foot in depth of mud which would make a good substitute for mucliage, and horses and human beings who have business there, on the way to the Cob Dock, flounder about in a way, which preparties suggests the need of strong which urgently suggests the need of strong limbs and plenty of wind. The road from the east, or Flushing-ave, gate to the dock is in east, or Flushing-ave, gate to the dock is such a condition that many drivers go nearly a mile out of their way to avoid it, and enter the Yard by the main gate at Sands-st. Still, as bad as it is in this instance, the Yard, as a large of the standard or the place of whole, is a vast improvement over the place a year ago, and there are hopes for the future

a year ago, and there are hope to the No formal arrangements have been made for the presentation to the gunboat Princeton of the bell which has been given to the ship by Princeton University, but the arrangements will be completed soon. In addition to the bell the women of Princeton have presented a fine library to the ship.

VIVISECTION DISCUSSED.

RECENT UTTERANCES OF LORD LISTER AND PROFESSOR VIRCHOW.

quence of events would repeat itself at intervals | present time on account of his having orig- Gannon's ideas of the way Manhattan should promise for a much longer time. Beyond half Yates, and these were about to be dedicated. views in this particular, and Mr. Sage was able the conferring of the degree of Doctor of Science the appointment was not made, and Mr. Gan-

of biological investigation. He said that if an ever, it seems fair to infer that the appointment engineer wishes to fit himself for the task of was not his. remedying whatever went wrong in his ma-chinery, he must see and handle the details of as a railroad man, have been bullish on Southquiries. Some people, he remarked, might ob- ary dividend over the last; which, it will be re-

ing a supply of food for man. The eminent surgeon then went on to empha- over I per cent will be paid. size the fact that anæsthetics are so generally used in this class of work that vivisection is a deputation on this subject, when he explained that the operations for the removal of the brain of a monkey, which the Chancellor had imagined to be attended with terrible torture, had, thanks anæsthetic and to the antiseptic, been ly from first to last not attended with a

vinge of pain. Professor Virchow, while in England recently, Professor Virchow while in England recently, spoke in the following manner on the same subject. 'The same kind of immature and incompetent arguments that have been the stock in trade of the anti-vaccinationist have served the purpose of the anti-viviscetionist. I spoke very strongly on the subject in 1881 at the opening of the International Medical Congress here, and I am glad to see that much of the opposition to experimental medicine has subsided since, and that public opinion has ceased to consider it as barbarit. People should understand that exthat public opinion has ceased to consider it as barbarity. People should understand that experiments are made for the sake of humanity, and for its good, and not for the purpose of inflicting pain on animals. There is no doubt that alouses have existed, but you cannot condemn the practice because of them.

"Resides, since the discovery of bacteria, the method has taken a fresh lease of life, and it is more stable to test bacteria or their virulence.

impossible to test bacteria or their virulence otherwise than with the aid of experimental nedicine. Nobody denies the number thar on animals? There are no means of cur-ing certain diseases unless the virus is tested on animals. And the same applies to the testing of other injections which are kept in stock by chemists and are manufactured and sold for

PROPERTIES OF PURE CALCIUM. From Nature.

The properties of calculm were recently discussed before the Paris Academy of Science by M. Moissan. The melting point, determined by a thermocouple, was found to be 700 degrees C. The metal can be cut, but it is much loss malleable than sodium or potassium as it can be broken, and shows a crystalline fracture. When totally frestory of the control o

Colcium burns brillantly in oxygen, the tempersture resulting from the combustion being so high
that a part of the quicklime produced is melted
and volatilized. When burned in air the calcium
combines with both constituents together, nitride
and oxide being simultaneously formed. At a dulired hear the metal also combines with carbon with
great energy. At high temperatures the reducing
power of calcium is remarkable, oxygen being

financial

The market began the week very strong, and

The Financial World.

it wound up yesterday with considerable strength; but there were times between when it was spotty and irregular. This was due in me part to realizing, and in some part to the Northern Pacific controversy; which is properly by the extensive group of securities immediately controversy entirely hinges on the attitude of Mr. Morgan, as controlling head of the Northern Pacific. Conferences between the various parties in interest are still proceeding, and it is hoped that they may result in finding a way It was expected by many people that the out of a disagreeable-and considering the oc Buffalo would start on her trip to Manila by casion-a peculiarly untimely dispute. Everybody knows that Mr. Morgan is a man of strong will, very difficult to move when he has once was deemed necessary before the ship was sent able to see that there is any side to the matto sea. She will probably get away to-morrow, ters in controversy except that which he has room. Assistant Engineer Mackey has been de- may be there is some right and reasonableness tached from the ship and ordered to duty in in the contentions of the other people. They sent to the Resolute. W. E. Dickey comes from | peared to their minds that there was sound the Resolute to the Buffalo, G. R. Massey comes cause for assuming the position. Anyway, it from the Boston yard to the ship, and H. Gut- comes at last to a question of expediency; and cruise. These changes are regarded by steam is it wise, simply as a matter of expediency, for engineering officials as significant, and all hands. Mr Morgan to press to extremes at this time, a controversy certain to injure the market more er less, simply to secure for the Northern the Vard yesterday afternoon, spending about Pacific some new road; which, though it may two hours at the station. He called on Rear- derive benefit from, it has yet been able to do

doning of the Chicago, and the fact that the | need have any fear about the result-the stock s a coming flagship. One is expected to go to though it may fluctuate for a while at a lower the South Atlantic station and the other to the range. The backbone of the speculation in the by prominent people connected with the Rock necessary that the two systems should work harmoniously. Now that the Atchison has secured an entrance to San Francisco, the Rock Island will enjoy the benefit of a Pacific coast outlet over the Atchison's lines. Some of the richest men in the country-or in the worldare connected with the Rock Island, not officially but nevertheless closely enough. They are the heavy weights in the important combination which has its headquarters in Governor Flower's office. The Flower holdings of Atchison, the bulk of which have been acquired during the past two years, were not bought for a turn in the market; but with a view to maintaining those close relations between the Rock Island and Atchison systems necessary for the permanent benefit of both. It is said that a representative of these stockholding interests, and possibly two, will enter the Atchison directory. Governor Flower's name is mentioned, and that of another well known capitalist. It is needless to say that the Flower people are great bulls on Atchison. They talk of the preferred stock being worth as much as Northern Pacific or Union Pacific preferred, and predict as high prices for it as the preferred stocks of those roads command. Earnings of a million per week, which were Atchison's during October,

are pretty good things to have. So much attention has been directed to the Atchison and Pacific coast stocks, that the speculation in them has been the main feature of the market; but there have been some notable movements in other stocks. Manhattan enjoyed a boom, which carried it to par, on the appointment of Mr. Skitt to the general Superintendency-an appointment strongly asserted, and as strongly denied, to have been made at the direct request of Mr. W. K. Vanderbilt. It was argued that if Mr. Vanderbilt's wishes were thus effective, it meant that the Vanderbilt interests in Manhattan must have become important.

It is not generally known that shortly after the death of Col. Hain, his place was offered to Mr. Gannon, then manager of the Staten Island Lord Lister, who ranks foremost among sur- Rapid Transit Company, and since elevated to ons and medical men in Great Britain at the the management of the Southern Railroad. Mr. inated antiseptic surgery, paid his respects the be run were not agreeable to Mr. Sage, to whom other day to the anti-vivisection cranks. Bio- a liberal expenditure for good service was a logical laboratories had been built at Liverpool harrowing thought. Mr. Gannon-who is somethrough the munificence of Mr. Thompson- what of a bulldog-was unable to modify his An imposing preliminary to that ceremony was to carry his point against the Goulds. Hence upon Lord Lister by Victoria-University, in Liv- non shortly after received the offer from the erpool. Lord Kelvin, Professor Virchow and Southern Railroad. As Mr. Sage has been inmany other distinguished men were present. dustrious and emphatic in denying that Mr. In his address Lord Lister dwelt on the value | Skitt's appointment had any significance what-

the mechanism. Just so, the more familiar a ern Ratiroad stock since he received his apman is with the marvellously complicated pointment; and they point to the recent rise mechanism of the human body, the better able in the price of the stock as proof of the correcthe is to deal with its disorders. Both the ness of their views. This rise has been accomscalpel and microscope are needed in such in- panied by rumors of an increase in the Januject to these researches, because the latter in- membered, was I per cent. As the earnings of volve the sacrifice of animal life, but this is the road have been largely increasing, it is probnothing compared with what occurs in obtain. able the year's fund available for distribution has correspondingly increased, and something

In the latter part of the week, when the market generally was heavy, the anthracite coal aimost universally painiess. He himself had greatly surprised a former Chancellor of the Exchequer, upon whom he had waited as one of Reading went up. This is the time of year when the coal companies usually agree upon what they will do the coming year, which agreement they religiously omit to keep. The conferences, however, usually serve to start up some speculation in the stocks. In addition, we have on this occasion rumors floating about that both the Delaware and Hudson and the Lackawanna roads are to be absorbed into the New York Central system. It probably would not be difficult to get an affirmative vote en such a proposition.

Comment is made sometimes on the slow movement of the older stocks, like the grangers. These stocks are above the range of such active speculation as runs in the Pacifics, in the B & O. new securities, and in the leading industrials. There is no such margin for operations in them as there is in the others mentioned, and hence their slower movement. Much more talk than the subject deserves-

in connection with the market-has been indulged in about the probabilities of the Parls Peace Commission agreeing. There are no probof diphtheria due to injection of the serum; abilities, and never were. Here is the situation; and could one have rested its efficacy otherwise two sets of men meet to conclude an agreement. and on the other utter helplessness. Debate between two parties in this position comes at last to the strong one telling the weak one what terms it must accept. That is all there is, or ever was, to the Paris conference. Because of the utter belplessness of Spain, regret has been expressed by leading people in the Street that President McKinley did not offer more than a beggarly twenty millions. It a strong and rich hat of silver.

The density was found to be about 1.85, and it is man gives at all—and of course this is a gift pure and simple—he should give according to his strength. Anything less is undignified. The offer should salts are formed at higher temper-